1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

Dulaym, and the southern Desert. At Police headquarters, control of the specialized departments of criminal and 'special' investigation, of finger-prints, passports, and training passed in these years from British into 'Iraqi hands. The Police strength, less than 3,000 early in 1921, was to exceed 8,000 ten years later: during the same period British police officers were reduced from twenty-two to twelve, 'Iraqi officers increased from two to sixty. Great progress was made in the Department of Civil Jails where, under all-'Iraqi management after 1923, prison industries were developed.

The urban life of 'Iraq, which in these years was taking its modern form and showing its differences of scene and atmosphere from those of the Turkish era, was sadly hampered in its development by poverty. This limited the activities both of the municipalities and of those central Government departments whose work was chiefly urban. Nevertheless, the upkeep and cleanness, the lighting and watering of streets, the maintenance of municipal offices and institutions, and the honesty and energy of Baladiya staffs, all showed a pronounced improvement on Turkish standards. The wearing of the characteristic 'Iraqi urban head-dress—the *sidara*, which superseded the Turkish fez—became universal in the towns. European dress, impeccable in 'Iraqi upper-class and professional circles, was adopted by more and more townsmen and by many tribal leaders who frequented the capital. Mosul was transformed, with its new streets, bridge, water-supply, public buildings, and gardens. Baṣra, extended threefold by the legacy of war-time port and base development, and now uniting the suburbs of 'Ashar, Ma'qil, and Makina, boasted new bridges, improved streets, 'Iraq's finest hospital (the Maude Memorial), and new buildings domestic and commercial. Baghdad, whose municipality ranked as a separate province in the Government hierarchy under the Amin al-'Aṣima (Guardian of the Capital), could show new buildings—the imposing College of Al al-Bayt, the Royal Pavilion, the Maude statue, and others. It possessed a modern fire service, hotels of Western type, adequate shops including some European, an improved water-supply system, branches of three banks—the Eastern, Ottoman, and Imperial Bank of Persia—scores of agencies for European goods, clubs both British and 'Iraqi, municipal dispensaries, a municipal Court. Its streets, however unplanned and still unpaved, were well lighted, crowded with wheeled traffic, and attempting wider alignment and cleaner upkeep; the adaptation of the old Tramway Concession of 1912 was still under debate. In the smaller municipalities, inadequate as were their resources compared with their requirements as now conceived, there were signs of new life in completed or initiated schemes of electric lighting, street clearance, bridges, town gardens, and a host of minor projects for which local pride was clamoring.

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

goods from the trans-'Iraq route to Muḥammara and the new Persian port of Bandar Shahpur all contributed to lessen the long-profitable transit trade, whose sentence of extinction could not, it seemed, be long delayed unless the Mediterranean route across Syria could be developed; and of this there were hopeful signs.

Banking continued in the hands of local *ṣarrafs* and the three British Banks: the Ottoman, Eastern, and Imperial Bank of Persia. The adoption of the decimal system was officially proclaimed in 1931, though twenty years later the *ḥuqqa*, the *taghar*, the *mann*, and the *dhira'* were still widely in use. Wholesale and retail trade followed familiar channels, with British firms predominating in the foreign element; 30 per cent. of the country's imports were of United Kingdom origin, though neither in this nor in any commercial operation did the Mandatary claim advantage over competitors. Imported goods found favour less by quality than by cheapness; this allowed Japanese competition for the first time to intrude, especially in cheap silk and cotton textiles. Woollen goods and steel came from Belgium, sugar from Holland, vehicles from America, wood from Scandinavia and Rumania, rice and tea from India, and most of the rest, notably cotton textiles, pumps and machinery, from Great Britain. The exports, as ever, were of dates, grain, hides and skins, wool, intestines, liquorice, and live animals. These at lowered prices held their own satisfactorily during the period of depression. Monetary conditions in Europe led, after 1930, to export of gold from 'Iraq, giving a temporary stimulus to its economy.

Until the hard times of 1929 to 1932, which they survived creditably, municipal development and the public services were expanding. A Municipal Law of 1929 superseded the Turkish regulations, municipal revenues were overhauled, and the hundred townships of every size and degree pursued their work of street improvement, bridge building, and provision of gardens, electric power plants, and sometimes officials' houses. In the major towns a period of rapid suburban development began, absorbing capital used hitherto in the transit trade. A 'New Baghdad' was planned on the right bank of the Tigris. The concession given in 1912 for electric power was amended and confirmed, after years of negotiation, in favour of the Baghdad Power and Light Company, and a new power-house came into operation; the tramway project was abandoned. Tolerable hotels appeared in the three cities and in Kirkuk, supplemented by Railway rest-houses at smaller towns. The technique of brick-making, the methods in the building industry, the types of modern dwelling-house, domestic equipment, the scale and resources of the shops: all these advanced incomparably beyond Ottoman standards. European dress was

1: Longrigg G-4, 5 (ca. 1915-1940) MH1 Iraq MH1

old, mere trouble and recalcitrance, but a contribution both economically and politically valuable to a modern State.

In the towns, an observer of conditions in 1950 was faced with the same dilemma as in the tribes: how extensive was the change, if any, which fifty years had brought about? Outwardly at least, it was considerable. If some parts of the towns were as narrow, airless, and planless as of old—if the same donkeys carried the same goods for sale amid the flies and jostling of the same bazaars—yet in the main traffic streets and the new quarters all was changed and unrecognizable; and modernized surroundings, with the public State services now maintained, could not but contribute to the sum of urban well-being. All the larger towns had improved approaches, modern suburbs ranging from a few villas to whole areas of planned streets, planted boulevards, public gardens, and modern public buildings[1] immensely superior to those of Ottoman Turkey, few and cheaply constructed as these buildings had been forced to be.[2] Street-cleaning services were—save perhaps in the labyrinth of an 'old quarter'—not inadequate; streets were well maintained, increasingly paved, and widened where possible. Town planning schemes were under execution with the inclusion, or the hope, of house-building developments for the working poor and for Government officials; and private enterprise in building was encouraged by the improved security, the well-kept title-registers, the development of town amenities, and the need for outlets for safe investment. In the capital a modern omnibus service—the autonomous Baghdad Passenger Transport Board—supplied all needs and would naturally be, as in Baṣra it had been, imitated in the provincial towns. Taxicabs were everywhere abundant and in Baghdad had nearly, but not quite, driven the ancient *'arabana* from the streets. Traffic control was excellent. Steel or masonry bridges had in many places besides Baghdad and Mosul replaced the primitive pontoon river crossings. Modern shops had come year by year into existence, and could provide buyers of all classes with all but exceptional needs. Hotels offered a near approach to normal European service. The cinema was well established; American, European, and Egyptian films were shown in some sixty picture-theatres throughout 'Iraq. Efficient fire services existed in the principal towns, and had well justified themselves. Systems of piped water and electrical installations for power and lighting had been constructed in all larger towns; the

[1] The mausoleum of King Faysal I, built in 1934–6, is usually accounted the finest modern building in 'Iraq.

[2] Large sums were however allotted by the Development Board to building projects for the period 1951–6: for hospitals and health institutions, ID 5,400,000: for schools, 5,400,000: for other public buildings, 5,250,000: and for housing (officials and the poor), 1,650,000.

needed to prove the extent and quality of the ores located. This work has gone till now rather tardily, owing to the inadequate funds at the disposal of the Directorate General on Minerals. There also seems to be no clear policy as to how this wealth should be exploited: whether by the State directly or by concession to national or foreign enterprise.

Another factor delaying work in this field is the difficulty of transport to and from the sites of the ore deposits which are remotely situated in desert and mountain.

Oil and gas are indeed plentiful in Iraq, and the exploitation of oil resources has indirectly helped to finance the industrial development so far achieved. But the cost of oil fuel and other oil products for local consumption is not much lower than in other countries because of the high rate of taxes on consumption. This and the limited range of oil products so far made in Iraq by the Alwand refinery, owned by the Anglo-Iranian Oil Co., have led to the import of a number of oil products from abroad. But the situation should change when the State-owned refinery, now under construction, goes into production.

Another problem connected with the supply of fuel is the lack of electric power. Power generation in Iraq is inefficiently organised and power rates, except in Basrah and Baghdad in recent years, are among the highest in the world. This has compelled most industries to generate their own power which has added a great deal to production cost. The recent reduction of power rates and the availability of electricity in Baghdad has been one of the major reasons for the concentration of industry in that city.

(3) **Concentration of Industry**: Industry in Iraq is heavily concentrated in the city of Baghdad which has a population of 550,000 inhabitants, in other words a little more than ten percent of the country's population. Excluding oil and one or two small textile, tanning, and grain-milling industries, all modern industry has been established in or near Baghdad, thus adding to the population and housing problems of the capital. There are many reasons for this concentration of industry. All routes converge on Baghdad; it has the largest population and, as the seat of Government, it offers easy access to the central authority. As an old trading centre Baghdad has a well-organised market, large financial resources, and managerial and office staffs. Some of the factors that have made Baghdad

7: International Bank N, S-4 (1951) 1952 MH1 Iraq MH1

port traffic and such associated activities as the packing of dates, cleaning of barley and flour-milling (a new industry), Basra is closely bound up with the development of the new oil field at Zubair, some 10 miles inland. Basra, like Baghdad, received a large influx of people during the war, especially from nearby Amara.

The population of Kirkuk, the fourth city, is believed to have tripled in the last 25 years as a consequence of the development of Iraq's major oil field. The two holy cities in Kerbela province, Kerbela and Nejf, have a large transient population due to pilgrim traffic from Iran and other Moslem countries. These two cities have many handicraft workers in such trades as jewelry, brass-work and embroidery.

These six cities, together with Amara, are the only ones with a population of over 40,000. With a few exceptions, such as Khanaqin with its small oil field and refinery, the other municipalities function primarily as centers of administration and trade for surrounding districts. Broadly speaking, their size varies with their administrative importance. Of the provincial capitals, other than those already mentioned, five have a population between 20,000 and 40,000 and three between 10,000 and 20,000. Of the remaining municipalities, none has a population exceeding 20,000; less than 30, most of them centers of *qadhas*, have a population of more than 6,000.

Despite differences in size and function, the cities and towns have a number of characteristics in common. The older parts are usually congested with narrow streets and alleys. Houses are built around courtyards, the only opening to the street being the main doorway. The houses usually have a flat roof or a partially open second story for sleeping outside in the summer. Brick is the commonest building material; most of the larger towns have brick-works nearby, many of which are small and primitive. There are also a few modern concrete and steel buildings, mainly in Baghdad. Schools and hospitals can be found in the heart of these congested areas. An important section in every city is the *Suq* or bazaar, a network of alleys, often covered by crude roofs forming a series of arcades. These alleys are lined with the small shops of retail merchants and handicraft workers in textiles and metals. The *Suq* is usually located near the principal mosque.